

WHY ENGLAND MAY FEAR NEAR RAID OF GIANT ZEPPELINS

British General Shows That Air Invasion of London is Possible—Sees No Good Means of Defense.

The peril of London from a possible bombardment by Zeppelins is the subject of the leading article that appears in the July issue of the Journal of the Royal United Service Institution of Great Britain, the organization of the officers of the British army and navy. In the article a general officer points out the dangers that may hover over London in a time of war, dangers that he frankly admits are serious in extent and which might be difficult to oppose in the event of an airship invasion of England.

In a wireless dispatch from Berlin it was asserted that Germany was considering invading England with a fleet of new Zeppelins. Thus the article in the Journal of the Royal United Service Institution is of timely interest. It begins with a recital of the havoc that might be wrought on navy yards, arsenals, oil reservoirs and wireless stations by projectiles dropped from Zeppelins and aeroplanes, and then goes on to recite the dangers of an air attack on the great centers of population. On this latter point most of the space is devoted to London.

"Of these London is for us," the British general states, "the prime object of consideration. Destruction and panic in the largest provincial towns could cause trouble, but need not affect our national policy. London in this respect stands alone—that is, it is not only the habitat of a large fraction of our population, but also the seat of Government, the center of our financial and business systems and the nerve center of our military and naval forces. A serious blow aimed against London would be more effective against the national life than in any other capital in the world."

FACING A NEW ERA.
"We are now beyond doubt face to face with a new era in war. If you have granted my assumption with regard to the range of action and offensive power of aircraft the immediate future those assumptions would hold good for one object as well as another. How is London affected by them? General Delacroix in an article in the Daily Mail of September 11, 1913, wrote:

"Even admitting that a Zeppelin were to pass over the English countryside it is not easy to see what result would be effected, for even in time of war it would not be permissible to drop explosives into undefended towns."

"I have no wish to be an alarmist or to make one's flesh creep, but I am not prepared to accept this dictum even from so eminent an authority. The idea of not bombarding undefended towns had its origin many years ago in the time of perpetual war in Europe, and like most of the rather artificial conventions of that time rested on mutual convenience. An undefended town in those days was not of much importance one way or the other. It was not expected to offer resistance. If it was spared bombardment the enemy in return expected to occupy it without any trouble and take full advantage of its conveniences for billeting troops, etc."

"If a Geneva convention were now sitting, and the point were to be raised that a capital which is easily accessible to the enemy may claim exemption from attack on the ground that it is undefended, would not the answer be 'Yes, provided that it is prepared to submit and not offer armed resistance to the enemy's armed forces'? And whether the armed forces take the form of troops ready to advance or of the power to destroy resistance by attack from the air, the principle is the same."

"After all, war is a game that Governments play to win, and we could hardly expect the enemy to refrain from striking a blow at the heart of the country merely because we have chosen to leave that heart unprotected."

"Can any student of international law tell us definitely that such a thing as an aerial attack on London is outside the rules of war, and further that there exists an authority by which these rules can be enforced? How, if many of the citizens are territorial, and some of the buildings contain warlike stores? Is a flight of aeroplanes passed over the city, each dropping a dozen incendiary bombs in different places, would not the result be more than the fire brigade could cope with?"

COULD CAUSE HAVOC.
"If a Zeppelin dropped a ton of gun cotton on the Admiralty and the War Office, as she might do if not interfered with, what would be the result in disorganization and discouragement? What would be the effect of cutting off the water supply of the East End, or sinking the roof ships in the Thames? These things seem incredible to us who have only known wars on the frontiers. I am reluctant to go the length of my own argument, but if it is conceded that a hostile Zeppelin or two and a flight of aeroplanes such action will soon be possible, and this is the age of the knock-out blow in everything. Would any ruler harden his heart to such action? Who can say?"

"If it seemed probable that such a raid and panic would be caused as to force the Government to accept an unfavorable peace, then it perhaps, might be done. For any less object the edum perhaps would not be incurred."

"There is, of course, the question of the influence of London's financial relations with other countries, but my own opinion is that it is not the knock-out blow in everything. Would any ruler harden his heart to such action? Who can say?"

"What is the defense? In the first place, taking into account the size of London, it seems that no system of aerial patrol could prevent an attack by a dirigible balloon, a deliberate attempt to destroy a given building might perhaps be prevented, but if the balloon's gas exploded and she fell in flames with all her load of explosives the remedy might be as bad as the disease."

"Aeroplane attack on London is possible, but it is not so formidable nor so easy. Aeroplanes coming by day might be seen and attacked by our own patrols. As for a night attack, I should think that maneuvering over London in the dark conditions is a dangerous risk in present conditions. I do not think any system of patrolling can entirely prevent aircraft from reaching London, and doing damage when the danger is there. The only way to our own aircraft to provide enough of the chance to make it at least difficult to get through and to be able to take a vigorous offensive."

NEED ARMED AEROPLANES.
"If no measures of actual defense can protect our capital with certainty from a dangerous attack, then the remedy must be found in offense. Armed aeroplanes, I think they should be provided in at least numbers to hunt their quarry out of the sky. To sum up, I think we may say that



DANZIG, THE CITY OF HOMES, THREATENED BY RUSSIANS
This city, one of the most beautiful in Germany, is now reported to be invested by a Russian army. The photograph shows one of the quiet streets, the Fradengasse, with the Maria Church in the background.

the defense of objectives or small areas, such as batteries and stores, against aerial attack is easy, though it will cost some money. The defense of those large areas, especially the capital, cannot be relied on except by active offensive operations.

"As regards London, some will say that such forms of attack as I have indicated would be ineffective in any case, and they would point out the bombardment of Paris in 1870. I have always until recently taken that point of view. I have always held that bombardment, however severe, was no justification for a fortified place, but the evolution of missiles of war have gone a long way since 1870, and all the weapons ever devised by man this against it would not have direct effect on our operations of war."

"Another school will take me to task for accepting such possibilities as use of incendiary projectiles against an undefended town. I may be quite wrong. If I were responsible for the safety of this town I would say that the safeguard is one cannot too often repeat it—offensive action."

"When we consider the effective powers of the dirigible balloon together with the difficulty of warding off its attack, we must allow that there have been few more potent instruments of destruction known to history. On the other hand, of all the weapons ever devised by man this is by far the most fragile and most vulnerable. I believe that, whatever the future of the dirigible may be for all the uses of peace, in a few years no one will think of employing it for war. But for the moment it must be provided for."

ATTACK GRADE CROSSINGS

Lower Delaware Citizens Begin Agitation Following Barnard Death.
DOVER, Del., Sept. 15.—Elimination of grade crossings in towns in lower Delaware is being agitated today as the result of the accident in Wyoming late yesterday afternoon in which former State Senator Remsen C. Barnard, a wealthy carner, was killed when an express train crashed into an automobile he was driving.

Eleven persons have been killed in five years at the crossing where Senator Barnard met death.

Friends of Senator Barnard this morning, as Coroner Willis impaneled a jury for the inquest, declared they would seek to have a bill introduced into the General Assembly next winter to compel the Delaware Railroad to eliminate the crossings.

TO COMPETE FOR ACADEMY

Examination Will Determine Annals Appointments From N. J. TRENTON, Sept. 15.—A competitive examination for all youth of the State will be held at the Batten High School, Elizabeth, next Saturday, beginning at 9 o'clock in the morning.

The test will be for the purpose of allowing United States Senator Martine to make two selections for principals and alternate for appointments to the Annapolis Naval Academy from New Jersey. Senator Martine made this announcement today.

OPPOSES FREIGHT TAX

Chamber of Commerce Committee Makes Vigorous Protest.
A vigorous protest against the imposition of the 3 per cent. war tax on freight bills now being considered by Congress has been made by the Freight Committee of the Philadelphia Chamber of Commerce, of which Coleman Sellers, Jr., is chairman. A telegram embodying the committee's protest has been sent to President Wilson.

A wide range of subjects was discussed by the committee at its first meeting since the summer recess. Opposition to Government ownership of vessels was made, while the proposed assistance to any steamship line to ply between the United States and South America was indorsed.

The committee has demanded a personal hearing before Congress to protest against the Clayton bill relative to exclusive agency contracts.

WANTS STUDENTS TO COME HERE.
"But we cannot expect that the introduction of courses in Spanish and Portuguese into our commercial schools will be a panacea. We need the continual interchange of ideas between the brightest men in our country and those in the nations south of us. In the past, the general trend has been for students to go from the big universities of Argentina, Chile, and so forth, to Paris, Madrid and Berlin for postgraduate work. Yet there are an appreciable number who find their way to our colleges, and I feel sure that this number can be greatly increased if

GERMAN DIRIGIBLES REPORTED INFERIOR TO FRENCH AIRSHIPS

Zeppelins Not Armed for Fear of Gas Explosions and at Mercy of High Flying Aviator.

The story of the ramming of a German Zeppelin airship by the famous French aviator, Roland Garros, probably arose from the idea that a Zeppelin cannot be attacked in any other way, owing to its being defended from assault from above, by a rapid-firing gun mounted on the gas bag.

In order to make sure of his aim, a bomb thrower in an aeroplane would have to approach within 100 feet above the Zeppelin, where he would be within easy range of the gun supposed to be mounted on the balloon.

As a matter of fact, however, only three or four of the very latest Zeppelins are equipped with these gun platforms

and, furthermore, it is learned on good authority that none of them is mounted with guns, for it is now known that if there were a leak in any of the chambers of the gas bag near the middle portion of the dirigible, the escaping hydrogen would find its way out near the gun platform and would be most certain to explode when the gun was discharged.

It is now believed that the explosion several months ago of the new Zeppelin at Johannisthal, near Berlin, when the entire crew was killed, was caused by the gun on top firing blank cartridges as an experiment.

It is, therefore, comparatively a simple matter, in the absence of a gun, for an aviator to approach quite close to a Zeppelin from above, for the crew in the cars below the gas bag, cannot hit the aeroplane so long as the pilot keeps the envelope between himself and the cars of the Zeppelin. The knowledge of this fact probably accounts for the absence of reports of German airships flying over France, while the German balloons have been seen much over Belgium. France has a huge corps of expert aviators and aeroplanes of the highest efficiency, while the Belgian aviation corps is so small that it hardly counts.

While Germany has been the especial sponsor of the dirigible for military purposes, that country has not overlooked the aeroplane. It has been particularly supposed to lead in war aeroplanes. Germany has as many as 1300 of these machines, and perhaps the largest of the world.

These 1300 machines are all comparatively new and with all the latest improvements. With one motor firm putting out three or four of the very latest Zeppelins each month, one may safely put the entire

German output at 20 a month. With an aeroplane for each of these engines, German military aviation activity breaks all records.

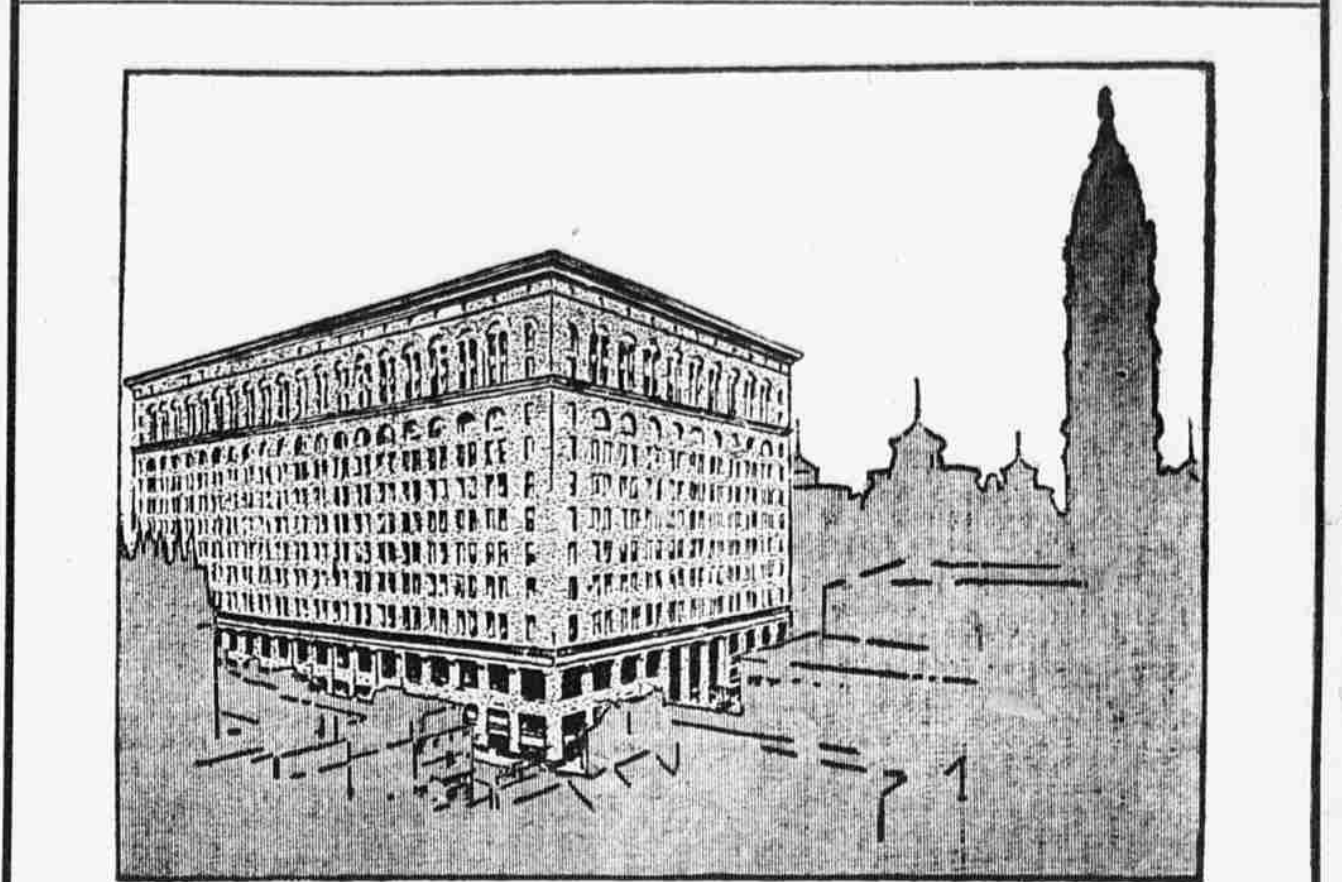
The number of pilots to fly these machines is greater than the aviation corps of any other nation because of Germany's policy of encouraging civilian flying schools. Under this system each aeroplane firm of any importance had a certain number of soldiers, mostly officers, but some privates and non-commissioned officers allotted to its school to be trained by the firm's own pilots.

The training of these military flyers was paid at a rate that enabled the companies to use the best machines and pay high wages to their pilots. The firms could afford to provide comfortable quarters for their pupils and in other ways to do things on a scale which does not exist in any other country.

In order to stimulate progress in aviation, military aviators were encouraged to enter the big flying competitions, and various Government departments gave handsome prizes. For this reason there were 30 starters in the Prince Henry competition this year, while the big London-to-Manchester air race in England about the same time brought out only six starters.

It is now practically certain that the German and Austrian air scouts together outnumber all the French, Russian, British, Belgian, Serbian and Dutch aviators, so that in the aerial end of the war Germany is far ahead of her enemies.

Store Opens 8.30 A. M. **WANAMAKER'S** Store Closes 5.30 P. M.



Grand Organ Recitals 9, 11 and 5.15

THE WANAMAKER STORE Announces for Tomorrow

The first great Autumn sale of hosiery and underwear—many thousand pair of hose and pieces of underwear in both Fall and medium weights at prices averaging one-third less than usual.
(East Aisle and Subway Floor)

A special collection of young women's Autumn suits and new afternoon dresses to sell at \$13.75 each.
(Second Floor, Chestnut)

A showing of new imported broadcloths to be used for coat suits. These are in 125 different shades; a collection not likely to be duplicated or equaled.
(First Floor, Chestnut)

First showing of men's new tweed hats and caps from Lincoln Bennett, London.
(Main Floor, Market)

Last showing of the Callot gown copies in the Little Gray Salons at 11 and 2.30
(First Floor, Central)

First showing of the new Parisienne corsets for Fall. These conform to the new fashion lines.
(Third Floor, Chestnut)

Opening up of the new marabou and ostrich boas. These pretty things include many charming novelties that every woman will want to see.
(Main Floor, Central)

A little special sale of a hundred new bed quilts at \$2.75, \$3.75 and \$9. New blankets in the same place.
(Fifth Floor, Market)

Showing of complete assortment of finest new English suitings for gentlemen's wear, in the London Tailoring Shop.
(Subway Gallery, Chestnut)

Opening up of the new Autumn silks in the Lower Price Store. A large and varied assortment, including many silks arranged in dress lengths at low prices.
(Subway Floor, Chestnut)

JOHN WANAMAKER